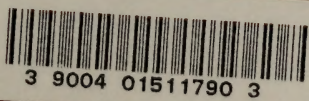


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LAND SEEKERS GUIDE



Grand Trunk Hotels

THE CHATEAU LAURIER—Situated in the heart of Ottawa, Ont., the capital of Canada, is one of the finest hotels on the Continent. Accommodation 350 rooms. Rates \$2.00 and upwards. European plan.

THE FORT GARRY, Winnipeg, Man.—Located in Winnipeg on the same site as old "Fort Garry" of Indian days. Centrally located, 300 rooms. The latest in hotel construction. European plan.

HIGHLAND INN, Algonquin Park—Beautifully situated in Algonquin Provincial (Ontario) Park. A thoroughly universal vacation territory—summer or winter—splendid fishing—ideal canoe trips. 2,000 feet above sea level. Rates \$2.50 to \$3.00 per day. \$16.00 to \$18.00 per week.

HOTELS UNDER CONSTRUCTION

The Macdonald, Edmonton, Alberta; **The Qu'appelle**, Regina, Saskatchewan; **The Prince Rupert**, Prince Rupert, British Columbia.

Grand Trunk System's European Organization

The Grand Trunk System has a most complete organization in Europe, with every facility at their disposal to help passengers to reach their points of destination in Canada and United States, and at their different offices, a part of which can be found in this publication, ocean and rail tickets are issued and arrangements can be made for forwarding baggage and covering same with insurance. They are also in a position to supply travellers with convenient forms for carrying money, viz.: Canadian Express Money Orders, which may be cashed anywhere in dollars and cents. It will be to the advantage of travellers to consult with any of the European Agencies, where the latest publication dealing with Canada can be secured free.

Trans-Atlantic passengers visiting London, Eng., are cordially invited to visit the handsomely equipped new offices of the Grand Trunk System at 19 Cockspur Street, London, S. W., Eng. The site of this new building is one of the best in the great Metropolitan City, and in the midst of the busiest centre of London; in fact, it is at the very hub of the world's metropolis. It is within five minutes' walk of a half dozen of the leading hotels, and adjacent to Trafalgar Square, Bakerloo and Piccadilly Tubes. Motor buses pass the door every few seconds to all parts of London—North, South, East and West.

Reception rooms have been sumptuously furnished for the use and comfort of visitors, where writing material may be found and the leading daily newspapers of Canada are on file.

The Grand Trunk are in a position to book passage to Canada and the United States via any of the ocean routes. This is a great convenience to tourists and business men visiting England or the continent.

Courteous representatives of the Company are in attendance to give all information to enquirers, and to see that visitors are made at home. If desired, correspondence may be addressed in care of this office.

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LAND SEEKERS' GUIDE

— ALSO —

FREE HOMESTEAD
LANDS
ALONG THE



IN
WESTERN CANADA

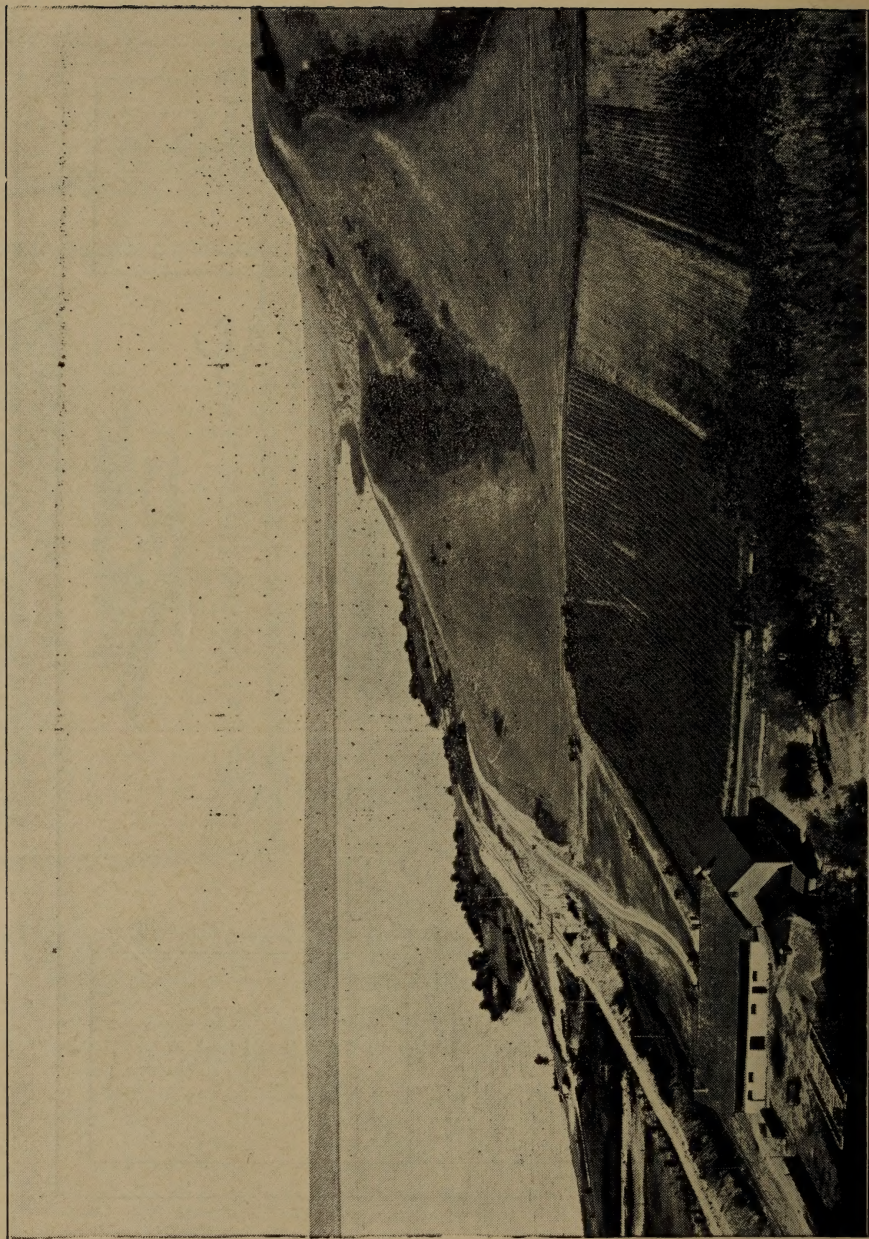
Pamphlet L8

ISSUED BY THE
GENERAL PASSENGER DEPARTMENT
GRAND TRUNK PACIFIC RAILWAY
WINNIPEG, CANADA

1914

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Truck Gardening in Saskatchewan

A STATEMENT

THE Grand Trunk Pacific Railway *has no land for sale*, other than townsite lots. In the interests of its colonization work solely, the Grand Trunk Pacific has collected particulars of lands for sale along its line for the convenience and ready reference of those interested in Western Canada lands, but who do not wish to acquire lands by the homestead method.

Pains will be taken to find a suitable location for actual settlers intending to purchase farms along the line of the Grand Trunk Pacific and it is designed that all communications concerning lands shall be directed to the Assistant Passenger Traffic Manager, Grand Trunk Pacific Railway, Winnipeg, or to any of the district or local passenger agents (see list elsewhere herein) who will endeavor to furnish such further information as required and will advise as to the district or location in which the requirements of the settler correspondent may be satisfied; also bring the buyer and seller in contact when desired. It is not practicable to include statistics as to average of grain and other crops, meteorological reports, reports on the different districts, etc., in this pamphlet. This information is all contained in Dominion Government literature which may be had free upon application to agents shown on page 25.

It is anticipated that the territory penetrated by the Grand Trunk Pacific Railway, which is the most fertile section of Western Canada, will fill up rapidly, and lands will increase in price so that approximate values only can be quoted in this pamphlet, but the latest information concerning any particular location will be cheerfully furnished as promptly as possible upon application to agents, list of whom appear in this publication, or to

W. P. HINTON,

Assistant Passenger Traffic Manager,

Grand Trunk Pacific Railway, Winnipeg.

PURCHASE FARM LANDS

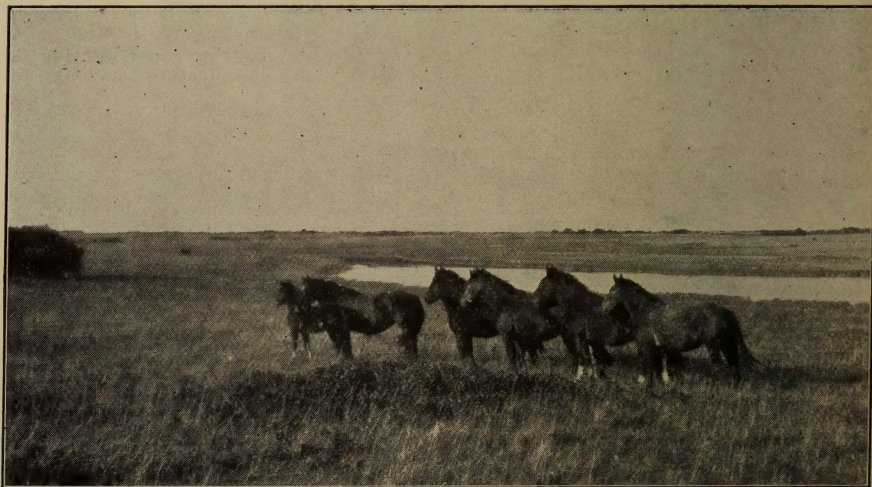
The settler with some store of savings will find his greatest opportunity in the purchase of farm lands in Western Canada, which may be obtained from various individuals and companies. Prices are low, and the terms of sale unusually easy. In many cases a successful purchase is made by settlers whose capital is just sufficient to allow them to make a first payment on the land and to leave enough to cover the expenses of getting the first crop. Usually one-quarter of the purchase price is asked in cash, the balance in annual installments over about six years, with interest at six and seven per cent., and frequently provision is inserted in the contract to safeguard the settler in case of an unsuccessful year.

It is desired, of course, that the mind of a new settler should be fixed more on his prospects from continued cultivation of the land he takes up rather than from its sale within a few years. The latter point, however, must not be overlooked, for even if the farmer does not desire to sell his holdings, their sale value increases the security of his position. A steady rise is in progress in the value of Western Canada farm lands, and in the new districts it is not out of the way to expect that this increase will continue until lands may be sold within a few years for double and three times their present price.

To take up virgin land without the hardships of pioneering, to bring it under cultivation and to see year after year one's capital, one's credit and one's comforts steadily increasing, and then to be able to retire on the value which the land has now reached, or to know one's sons will have a fine heritage—it is decidedly worth while.

WESTERN CANADA

It is only thirty years since the first suspicion found voice that Western Canada, that is the country west of the Red River, was suitable for agriculture; and owing to the lack of transportation facilities so that the country could be even superficially inspected, it was some years later before it was realized that it was destined to be the "Bread Basket" of the British Empire. The estimate of the Dominion Government experts place the yearly crop of wheat based on one-fourth only of the land suitable for wheat growing being cultivated, at over *eight*



Where Nature Provide for the Stock. Touchwood Hills, Saskatchewan



One Reason why Farmers in Western Canada Get Wealthy

hundred million bushels. This is four times as much as imported by Great Britain annually from all of the wheat-producing countries of the world combined. The soil is of such a nature that it will not easily become exhausted even by the crudest farming methods and lack of artificial fertilization.

To-day, at the dawn of the era which must give Canada pre-eminency as the great food producer for mankind, the opportunity and invitation to the agriculturist to procure the most fertile farm land in the world at a price which the proceeds usually from the first crop will more than cover, is the surest road to permanent wealth ever offered, as such land when cultivated will double or treble in value for sale purposes; or based on the general average advance in the value of farm lands in America, will increase the worth of his holdings at the rate of from 25 to 50 per cent. on original cost annually for a period of ten or more years. A surer road to wealth does not offer in this twentieth century, besides which the maintenance in comfort or even affluence of the tiller of the soil is assured as long as he desires to give bountiful nature in Western Canada a chance to work for him.

In Southern Manitoba settlement has been very rapid and farm lands which might have been readily procured at not over three dollars per acre a few years ago are now bringing thirty-five to sixty dollars when the owner desires to dispose of his farm in order to take up larger and cheaper areas further west in the provinces of Saskatchewan and Alberta.

WESTERN CANADIAN CONDITIONS

If it were practicable to bring together the land tillers of the old lands or the restless ones who are thinking of moving to fresher and more fertile fields, and those who are settled in Western Canada, it would be unnecessary to present in this pamphlet the many attractions of Western Canada or to use many words in indicating the road to prosperity, for every settler on the land is an enthusiast, wants the world to know of his success and wants to divide the good things with all mankind, so that through the filling up of the country his family may have all the advantages of the best rural communities.

RURAL TELEPHONES

Already the provinces of Manitoba, Saskatchewan and Alberta have Government-owned telephone lines; in fact, have bought out the local and long distance



A ROAD AT WILMINGTON, DELAWARE

companies, and the local lines are being extended as fast as the facilities are required and circumstances will permit.

In each province the Government has adopted the policy of extending rural telephone lines with all speed, this being part of a liberal policy to improve living conditions in every possible manner in the country.

POSTAL FACILITIES AND SCHOOL SYSTEM

Postal facilities even in remote sections are excellent. The school system is adequate and owing to the liberal provision made by the Dominion and Provincial Governments for the establishment and support of schools every community has a school where there are from six to twelve children.

Schools are strictly non-sectarian, but in even the newer settled sections it is usual to find churches of all the principal denominations.

Alberta and Saskatchewan, only a few years in existence as provinces, have each established Universities and buildings for their accommodation are just being completed. In each a College of Agriculture is given a principal place, which is only one of many proofs obtained that the importance of farming and of the farmer is fully realized in Western Canada.

CLASS OF SETTLERS

It is conservatively estimated that at least 200,000 new settlers will enter Western Canada from the United States during 1914 to settle on the land, and as about twenty-five per cent. of the settlers in Saskatchewan and Alberta prior to their coming to Canada were citizens of the United States, it is apparent that the pioneering stage in the development of Western Canada has been passed. These skilled agriculturists have by their methods furnished what was necessary in the way of an object lesson and incentive to the settlers from Eastern Canada and Great Britain, as well as the land holders from the hardy races of Northern Europe, to give Western Canada a population of magnificent promise.

GOVERNMENT

Canada is an integral part of the British Empire and is essentially a self-governing nation. The duties of lawmaking are divided between the Dominion and the Provinces. The qualification of voters for the Dominion Commons is either manhood suffrage—one man, one vote—or if a property qualification is imposed it is so light as to practically exclude no one.

TAXATION

Taxes, which are for municipal and school purposes only, are low and as a rule do not exceed ten dollars per quarter section (160 acres) per annum.

The Grand Trunk Pacific Railway traverses the most fertile section of Western Canada and in settling on land convenient to that route the maximum advantage will be obtained in value, market returns and material and social comforts generally.

This section of the country is not a treeless, wind-swept flat prairie, but for the most part is a picturesque park country, rolling, with clumps of trees, watered sufficiently and with climatic conditions so dependable that complete crop failure in any section is quite unknown; on the contrary more wheat per acre and better wheat than elsewhere in America is the rule.



A Typical Farmhouse, Touchwood Hills District, Saskatchewan

SOIL

Nature in her younger days was very kind to Western Canada, inasmuch as the lakes of the glacial eras which covered the plains, deposited the silts and sediments which now form the heavy rich loam on the clay subsoil, which combination makes it the most fertile land in the world. This black loam is from one to three and even five feet in thickness and as the melting snow sinks down and the clay subsoil gives up the frost in the early season sufficient moisture is assured for the growing crops if the rainfall should be less than the average. This soil is exceedingly rich in nitrogen, potash, lime and phosphoric acid, the chemical properties most desirable in every way.

CLIMATE

The time has probably passed when any impression can exist that Western Canada has a forbidding climate. Such fabrications have been put forth freely in the past by designing persons, but the greatest factors in advertising the delightful features of the climate, which quite submerge the few slight drawbacks, are the people already settled there, prosperous and happy.

The summers in Western Canada from seed time to harvest are ideal in every respect; the long days bright with sunshine for hours, more every day than in other agricultural countries, and the cool nights with sufficient rainfall properly distributed in the growing season, and little or none at all during harvest, with the absence of summer frosts, guarantee the greatest peace of mind and health of body to the Western Canada farmer.

Autumn is, if possible, more glorious than the summer and when winter sets

in with its bracing dry atmosphere and clear days there is nothing to dread, but much to enjoy in this season of visiting friends and indulgence in the sports and pastimes of the season.

The snowfall rarely exceeds ten to twelve inches during the entire winter, so that winter storms are of short duration when they occur in Western Canada.

GRAIN CROPS

All cereals are now grown to perfection in Western Canada in the section traversed by the Grand Trunk Pacific Railway. Wheat, oats, barley, flax, potatoes and garden vegetables, thrive in very few areas as well as they do in this "Last West." The growing of flax is an almost universal necessity to the new comer in the first year or two in breaking the soil, and working his land into wheat-growing shape, ensuring him a crop the first year which will maintain him until he has enough land made suitable for his sure and rich harvest.

The lands referred to herein are in Western Manitoba, Saskatchewan and Alberta, where the crop averages have been in the last ten years about 20 bushels per acre, for wheat, as compared with 12 bushels in Minnesota, only 15 in Iowa, 12 in Nebraska, nearly 13 in North Dakota, and a little over 10 in South Dakota.

It is not uncommon to find oats running 80 to 110 bushels to the acre and weighing forty pounds or more to the bushel.



Modern Threshing Methods in Alberta



Tobacco Growing in Central Alberta

ROOT CROPS

The soil in Western Canada, in the district served by the Grand Trunk Pacific Railway, is ideal for the growing of mammoth root crops, excellent in quality; unsurpassed in yield per acre. The average of the potato crop for Manitoba for one year, according to Dominion Government reports, was 183 bushels and for turnips and other roots, 480 bushels per acre, and the other provinces reported splendid returns as well. Individual yields ran as high as 700 bushels of potatoes to the acre, the average price received being from 39 cents per bushel for potatoes in Manitoba to 59 cents per bushel in Alberta.



“Moneymakers”—Alberta

STOCK RAISING

The great cattle ranges of Alberta are especially famed for the quality and quantity of their steers, horses and sheep, while the restricting of the grazing areas in Saskatchewan and Manitoba through the greater settlement which has taken place has made it necessary for the farmers in the latter provinces to stock with other general purpose grades of cattle, and the progress made recently has been gratifying, as the thorough suitability of the park country with its abundant and nutritious grasses, as well as the short season in which shelter and fodder must be furnished, provide more than fair conditions for stock raising. The expense of wintering is not great, as the snowfall being light the season for shelter and feeding does not often exceed two months and in Alberta even a much shorter period.

INTEREST OF THE DOMINION AND PROVINCIAL GOVERNMENTS IN THE SETTLER

The greatest possible assistance is given the settler in all branches of agriculture, stock and poultry raising, dairying and fruit culture by the Dominion



A Sign of the Times—Central Alberta

and Provincial Governments, whose experimental farms and stations are located at different points in the Western Provinces, from which bulletins are issued regularly (free for the asking), seed grain and grasses distributed at low cost and practical farmers sent out periodically to lecture and demonstrate in the new communities; a guarantee that the settler will have more advantages in Western Canada at the outset than elsewhere to be found in any country.

The large packing plants near Edmonton and at Winnipeg, on the line of the Grand Trunk Pacific, furnish a guarantee that cattle, sheep and hogs will find a ready market at good prices. Poultry raising, too, will be found highly productive, as the markets of Winnipeg, Melville, Saskatoon, Edmonton and many rapidly growing centres now rely on the East for their supply to a large



Cattle Fattened in Western Canada for Export

extent, and prices are necessarily very high. A similar condition exists with respect to dairying, in which branch highly profitable results await the new comer. Alberta now ships some of the product of her creameries to the Yukon and the Orient, besides supplying the local demand. The industry is also making rapid strides in Manitoba, and some considerable advances recently in Saskatchewan.

Throughout the route from Winnipeg west there is no unsightly or arid country, which is noticed over extensive sections of other prairie routes. The sloughs or lakes are fresh or only slightly alkaline as a general rule, and over a large area the land is particularly suitable for mixed farming, the natural grasses being abundant and nutritious for stock.



Red, White and Savoy Cabbages of Central Alberta

NECESSITIES OF THE HOME

A sufficient supply of good water for domestic purposes is obtainable throughout the entire territory along the Grand Trunk Pacific, although in some cases the wells must be from twenty-five to seventy-five feet, but this condition is not objectionable in prairie sections, as is well known.

Fuel coal, which is described as lignite because it is not strictly bituminous coal, but is much superior to that known as lignite in other sections, is mined at present along the line of the Grand Trunk Pacific near Edmonton and Tofield, although the country near Wainwright shows coal deposits and again around Touchwood. West of Edmonton the entire territory is underlaid with coal at frequent intervals. In the Brazeau Coal Fields south of Edson, to which the Grand Trunk Pacific Railway is building a branch line, is found a fine quality of bituminous coal. The mines are being extensively developed and the coal therefrom will soon find a large market along the whole line of the Grand Trunk Pacific in Western Canada. Extensive shipping operations have commenced in Jasper Park from the collieries there located on the main line. This insures a reliable supply of excellent coal at comparatively low prices, if the wood in any locality is insufficient for any domestic demand. Wood is more plentiful along the Grand Trunk Pacific than in other localities of the prairie section of Western Canada, and is scarce over a small portion of the country only; but eliminate the territory from Raymore to Undora, Xena to Duro and Biggar to Vera, and there is generally sufficient wood for fuel and small buildings.

BUILDING MATERIAL

The Grand Trunk Pacific serves an excellent timber country, assuring settlers a plentiful and cheap supply of building timber and lumber, so that a supply of the domestic materials necessary in the creation of a prosperous farm will be available at any point on the Grand Trunk Pacific and at moderate prices. As a rule, all the townsites so far established along the line have from one to five lumber yards, ensuring a supply at competitive prices.

Brick making is practicable in nearly every locality along the line, and the clay being especially suitable both for common and pressed brick, also drain tiles. As the demand grows the manufacture will become general.

MARKETS

The Grand Trunk Pacific Railway, besides being the only all-Canadian transcontinental route from the Atlantic to the Pacific Ocean, is the first of the transcontinental lines to be constructed in thoroughly modern fashion, so that settlers are assured the lowest cost and most reliable means of transportation in reaching eastern markets, or the ocean ports on the Atlantic or Pacific and on Hudson Bay. It is anticipated that a large part, if not all, of the grain for export to European markets from Saskatchewan and Alberta, in the near future, will find a cheap route via Prince Rupert over the Grand Trunk Pacific, thence by steamship through the Panama Canal. The railway is being built with this belief in view, and in consequence of the low grades through the mountains, the cost of haulage will probably enable the business to be profitably handled at rates to compare favorably with those applying over the prairie section of the line, which is not nearly possible over any other route.



Cutting and Stocking in Saskatchewan

For the products which move eastward the Grand Trunk Pacific is constructing adequate storage facilities at Fort William on Lake Superior, where by water transportation every export market available for any grain grown in the best-favored localities in North America is furnished the farmer along the Grand Trunk Pacific in Western Canada, besides opening the local markets in Eastern Canada on the Grand Trunk Railway System, which is the pioneer railway, and best serves with its connections every section of the eastern provinces.

The Transcontinental Line passing north of Lake Superior to the Atlantic seaboard at Montreal, Quebec, Halifax and St. John is being constructed in such a manner that the flow of export grain from Western Canada will be continuous throughout the year, instead of, as at present, being stored for the opening of navigation at the Great Lakes, which means that the grain grower along the Grand Trunk Pacific should receive an additional price for his grain to the extent of the storage and carrying over charges, which will be a considerable advantage over that possessed by others.

WESTERN CANADIAN PUBLICATIONS

This pamphlet deals in a general way only with conditions, as space will not permit the duplication of the many excellent pamphlets issued by the Dominion and Provincial Governments which satisfy every inquiry of the prospective settler.

CANADIAN GOVERNMENT LITERATURE

Dealing with conditions and prospects in Western Canada is complete and commands the confidence of the land settler. "Canada West the Last Best West," is the latest complete pamphlet issued by the Minister of the Interior, which contains specific information, facts and results from ranching, dairying, grain growing, mixed farming, etc. This may be procured free from the nearest Canadian Government Immigration Agent, list of whom will be found in this booklet, or the Assistant Passenger Traffic Manager, Grand Trunk Pacific Railway, Winnipeg.

YOU OWE A DUTY

To your growing sons to settle them on the land and keep them with you. This can best be done by disposing of your valuable farm and with the proceeds getting more land and more productive land for each one of your sons and for yourself in Western Canada. This can usually be done, and after equipping the new farms you will find that you have a larger bank account than before, besides which one good crop from the new farms will surely pay the entire cost of purchase.

INFORMATION

If any further information is required, or anything in this pamphlet not understood, call on or write any agent shown herein, or write direct to the Assistant Passenger Traffic Manager, Grand Trunk Pacific Railway, Union Station, Winnipeg, Manitoba.

In Western Canada taxes are very low. Schools are endowed and may be established in any section where there are six or more children.



"How Many Bushels Do You Think to the Acre?"

Lands are largely rolling prairie with one to two feet black loam on a clay subsoil.

Grazing leases are issued to settlers, if pasturage is required.

Hay leases are issued to settlers if required, in addition to that cut on their own quarter sections.

Free timber permits are issued to settlers for building material if no suitable timber on their own property.

Markets are available owing to the excellent transportation facilities.

The climate is hot in summer, and cold in winter—the best conditions for grain growing; besides, there is much more daylight and sunshine in the growing season which ensures against summer frosts.

Fuel is easily and reasonably procured.

The Torrens System of land registry is in use in Western Canada, by which system the Government issues the deed and *guarantees* the title, besides saving the purchaser expense in procuring the deed.

Western Canada has no frontier or lawlessness. The Mounted Police effectively patrol the prairies as the local police the towns in other countries.

Western Canada is not an experiment. It has been proved and the wave of settlement is peopling it rapidly. The pioneering period has long been passed.

CUSTOMS REGULATIONS AND SETTLERS' FREIGHT RATES

Low rates for settlers' effects apply from Eastern Canada and many United States points to Winnipeg and west.

For summary of the Customs and Freight Regulations see page 32-33.

SPECIAL FARES FOR LAND SEEKERS

Land seekers from the United States are entitled to special concessions on the Grand Trunk Pacific Railway. Before leaving for Canada, those who desire to take advantage of these fares should communicate with the nearest Canadian Government Agent, and obtain certificate from him. List of these Agents is to be found herein.

THE WORLD'S NEW RECORD FOR WHEAT GROWING

At the International Dry Farming Congress held during the past year at Tulsa, Okla., the first prize for wheat was awarded to Mr. Paul Gerlach, a farmer of Allan, Sask., on the main line of the Grand Trunk Pacific Ry.

Mr. Gerlach carried off the first honors in a competition open to all the world, with Marquis wheat weighing seventy-one pounds and one ounce to the stricken bushel, which constitutes a world's record.

Mr. Gerlach's letter, which is reproduced on page 26-28 of this booklet, will of interest to all farmers who are interested in progressive agriculture.

DESCRIPTION OF LANDS IN DISTRICTS SERVED BY THE GRAND TRUNK PACIFIC RAILWAY

MANITOBA

Main Line and Brandon Branch

The district served by the Grand Trunk Pacific so far in Manitoba is all well settled, with much wealth apparent and lands are not for sale except at comparatively high prices, ranging from \$50 to \$75 per acre, according to the nature of the soil, improvements thereon and proximity to rail transportation. Some wild lands are offered in the Miniota section at from \$16 to \$25 per acre.



These Metal, Portable Granaries, Holding One Thousand Bushels of Wheat, Cost About Eighty Dollars and are extensively used throughout the Prairie Provinces.

SASKATCHEWAN

Main Line—Yorkton—Canora—Regina Branches—Spy Hill to Hubbard—Canora to Regina

This district is very good throughout, with chocolate loam on a clay or gravelly subsoil: is gently undulating from 10 to 15 per cent. scrub or poplar bluffs, some sloughs; good water easily obtained. About one-half settled with Scotch, English, Welsh, Scandinavian, Canadian and American farmers; some Europeans, the latter principally north of Yorkton. Nearly all of this district can be plowed with tractor-power. Many fine farms in the vicinity of Spy Hill, Zeneta, Atwater, Bangor, Yorkton, Canora, Balcarres and in the famous Regina district. Land may be purchased at from \$13 to \$20 wild, and \$25 to \$35 for

improved when for sale. All of this is convenient to transportation facilities, but owing to the great demand for open level wheat lands the value of this district for diversified farming has not been appreciated fully.

Regina—Moose Jaw—Northwesterly and U. S. Boundary

Regina to U. S. (North Dakota) boundary. Regina to Moose Jaw and Northwesterly to South Saskatchewan River.

Generally flat, open country, devoted almost entirely to wheat, flax and oats, with some stock farms. This district is well settled and everywhere prosperity is in evidence. Soil consists generally of a deep black loam on clay subsoil. Wild lands where offered are held at \$25 to \$40 per acre, improved at from \$45 to \$75 per acre.

Main Line—Ituna to Quinton

Soil rich throughout, consisting of a chocolate loam on clay subsoil, gently to heavily rolling, about one-third covered with scrub or small poplar bluffs. An ideal mixed farming country with fresh sloughs numerous in parts. Splendid natural meadows. The oats grown in this section last year were the best in Western Canada, while vegetables of all kinds produce heavily. As a dairy country this cannot be excelled. Wild lands range in price from \$12 to \$16.

Main Line—Raymore to Unity

Prince Albert Branch—Young to Wakaw

Cut Knife Branch—Battleford, westerly

This is as a rule a flat or gently rolling open prairie, with few sloughs and little scrub or none, good grass, good water, and is generally a tractor plow proposition. The soil varies from a chocolate loam twelve to fifteen inches deep on a clay or gravel subsoil, to a black loam of two to four feet on a clay subsoil. Remote from railway facilities wild land is valued at from \$15 to \$19, for the highest class, for that not all first-class and near railway facilities it is offered at from \$20 to \$35 per acre.

Prince Albert Branch—Wakaw to Prince Albert

Biggar—Calgary Branch—to Alberta Boundary

Battleford Branch—Oban to Battleford

Rolling country, with a considerable quantity of scrub and wooded bluffs, soil rich, being a chocolate loam on a clay or gravel subsoil.

The section of the Biggar—Calgary line west of Druid, however, is an open country and generally flat. Grass and water good and these districts are for the most part excellently suited for mixed farming, while many sections will be found admirably adapted for straight wheat farms. Wild lands offered at from \$13 to \$20 per acre, according to quality and distance from the railway.

Main Line—Vera to Edgerton

This section of country is heavily rolling in places with light soil, but in the valleys, as near Vera, Artland, Chauvin and Edgerton, the soil is very rich and ideal for mixed farming. Vegetables do exceptionally well with very large yields. Wild land is offered at from \$13 to \$18 per acre, according to quality and location.

ALBERTA

Main Line—Wainwright District

This is a gently undulating district, rich chocolate loam of twelve to eighteen inches on a clay subsoil, grass and water excellent, very little scrub and an ideal mixed farming country, although it is all suitable for wheat growing and ninety per cent. of it can be tractor plowed. The soil is very friable, the land easily worked and kept in productive condition. Wild lands sell at from \$15 to \$22 per acre.



This Huge Savoy Cabbage was grown near Mirror, Alta.

Main Line—Irma to Tofield

Slightly rolling for the most part and generally open, not over ten per cent. scrub or wooded, good natural meadows with soil chocolate loam twelve to eighteen inches on a clay subsoil. Suited to mixed farming or grain growing, most of it being a tractor-plow proposition.

Wild lands offered at \$15 to \$23 per acre.

Calgary Branch—Tofield to Red Deer River

Gently rolling parklike country throughout, thirty per cent lightly wooded, deep black or chocolate loam on clay subsoil, luxuriant natural meadows and a splendid mixed farming country. Vegetables and all grains, especially oats, show banner yields and quality.

Wild lands \$15 to \$25 per acre.

Calgary Branch—Red Deer River to Calgary

A rolling open country toward Calgary with rich soil and good natural meadows.

Wild lands \$20 to \$30 per acre.

Main Line—Edmonton District, Clover Bar to Stony Plain

Gently rolling district with richest black loam on clay. Thirty per cent lightly wooded with poplar and spruce. Comparatively well settled district with many prosperous farms. Winter wheat does well and all farmers do exceedingly well with finest live stock and market gardening.

Wild lands \$20 to \$30 per acre and improved farms, when for sale, \$35 to \$75 per acre. Where wild lands are fairly well wooded they are offered at from \$12 to \$15 per acre.

FREE HOMESTEAD LANDS ALONG THE GRAND TRUNK PACIFIC RAILWAY

In the foregoing description of the territory along the Grand Trunk Pacific Railway, mention is made only of such lands as may be purchased. It is possible, however, to secure homesteads in some of the districts, but for the most part they are a considerable distance from the railway. The reader will realize that during the past few years settlers have been pouring into our country and have taken up most of the best homestead land. There are still a number of homesteads to be had west of Edmonton, as far as Edson, Alta. These are principally suited to mixed farming and stock raising. Several hundred settlers are already located but some very good land is still to be had within five miles of the railway at a distance of from ninety to one hundred and ten miles west of Edmonton.

In addition to the homesteads near to the main line of our railway, we must mention the very large number still vacant in the Grande Prairie and Peace River districts. Grande Prairie lies about two hundred miles north of the Grand Trunk Pacific track, and is reached by a stage service operating twice a week from the town of Edson, Alta., over the Government wagon road, which is now in splendid condition. At the present time there is no railway in the Peace River country, but this drawback will be remedied in about two years time when the Edmonton, Dunvegan and Peace River Railroad passes through.

The land is suited to mixed farming and stock raising; is for the most part lightly timbered and has a plentiful supply of fresh water. Grain crops are being raised and matured, and are rarely caught by early frosts, although the growing

season is some two weeks shorter than in districts farther south, but the long summer days of twenty hours and more compensate for the short season, and there is no doubt that when the country becomes more settled up the season will extend as it has done in other districts in Western Canada.

PLANNING TO HOMESTEAD

Homesteading being the method whereby a farm of 160 acres, worth from \$1,600 to \$3,200, may be procured for an entry fee of \$10, and residence on the land for a part of three years, some capital is required, as the land cannot be worked profitably, or a living secured during residence unless stock and machinery are obtained. The Canadian Government handbooks advise against a homesteader entering if he has not \$250 or over, or its equivalent.

It is pointed out, however, that there is always a demand for farm laborers throughout the year at good wages, which, during harvesting, run from \$2.50 to \$3.00 per day, and, in addition, there is a large amount of railway and other construction work in prospect for several years to come, so that it will not be difficult or take long, for the worker to get together the necessary capital to make a start on his homestead.

The Canadian Government issues attractive homestead literature, which deals very fully with the requirements of the prospective settler with which every one with an inclination to take up land in Western Canada should familiarize himself. Procure a copy of "The Last Best West" from the nearest Canadian Government Immigration Agent, or from the Assistant Passenger Traffic Manager, Grand Trunk Pacific Railway, Union Station, Winnipeg.

For ready reference a list of the Government land agents in the different districts is shown herein, who will supply on request a list of homesteads available in their agencies from which entries can be made in accordance with homestead regulations also to be found herein.

SYNOPSIS OF CANADIAN NORTHWEST LAND REGULATIONS.

1. Any person who is the sole head of a family, or any male over eighteen years old may homestead a quarter section (160 acres, more or less) of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant, who must be a British subject or declare his intention of becoming one, must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, by father, mother, son, daughter, brother or sister of intending homesteader, when duly authorized on proper form.

2. A widow having minor children of her own dependent upon her for support is permitted to make homestead entry as the sole head of a family.

Duties.—Six months' residence upon and cultivation of the land in each of three years and the erection of a habitable house. A homesteader may live within nine miles of his homestead on a farm of at least eighty acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

3. In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre. *Duties.*—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres more than required on his homestead, which cultivation may be on both his homestead and pre-emption, or on either.

4. A homesteader who has exhausted his homestead right and cannot obtain a pre-emption, may acquire a homestead by purchase in certain districts. Price \$3.00 per acre. Such homesteads may be acquired on any available lands on either odd or even numbered Sections south of township 45, east of the railway from Calgary to Edmonton and the west line of range 26, and west of the third Meridian. *Duties.*—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.

The entry fee for a homestead is ten (\$10) dollars.

DOMINION LAND OFFICES

DISTRICT	NAME OF AGENT	POSTOFFICE ADDRESS
BATTLEFORD.....	L. P. O. NOEL	Battleford, Sask.
	Sub-Agent at	Wilkie, Sask.
	"	Biggar, Sask.
	"	North Battleford, Sask.
	"	Unity, Sask.
EDMONTON.....	ALEX. NOROUAY.....	Edmonton, Alta.
	Sub-Agent at	Ponoka, Alta.
	"	Edson, Alta.
	"	Entwistle, Alta.
	"	Sedgewick, Alta.
	"	Wabamun, Alta.
	"	Daysland, Alta.
	"	Vegreville, Alta.
	"	Wainwright, Alta.
SASKATOON.....	M. A. MACINNES.....	Saskatoon, Sask.
	Sub-Agent at	Wilkie, Sask.
	"	Hanley, Sask.
	"	Biggar, Sask.
	"	Kerrobert, Sask.
HUMBOLDT.....		Humbolt, Sask.
	Sub-Agent at	Punnichy, Sask.
	"	Lipton, Sask.
	"	Shebo, Sask.
	"	Nokomis, Sask.
	"	Watrous, Sask.
YORKTON.....	J. A. DUNCAN.....	Yorkton, Sask.
	Sub-Agent at	Canora, Sask.
	"	Lipton, Sask.
	"	Shebo, Sask.
PRINCE ALBERT...	D. J. ROSE.....	Prince Albert, Sask.
RED DEER.....		Red Deer, Alta.
	Sub-Agent at	Lacombe, Alta.
	"	Provost, Alta.
	"	Ponoka, Alta.
	"	Stettler, Alta.
	"	Sedgewick, Alta.
GRANDE PRAIRIE..	A. S. McLEAN.....	Grande Prairie, Alta.
PEACE RIVER DISTRICT.	R. JEFFERSON.....	Grouard, Alta.
	Sub-Agent at	Shaftsbury, Alta.

SINGLE FARES FOR LAND SEEKERS.

Land settlers' certificates entitling bona fide settlers to special fares on the Grand Trunk Pacific Railway will be issued by the following:

CANADIAN GOVERNMENT IMMIGRATION AGENTS IN THE UNITED STATES.

BIDDEFORD, ME.	J. B. Carbonneau, Jr., 217 Main Street.
BOSTON, MASS.	Max A. Bowlby, 73 Tremont Street.
CHICAGO, ILL.	C. J. Broughton, Room 412, 112 West Adams Street.
DES MOINES, IOWA.	Frank H. Hewitt.
DETROIT, MICH.	M. V. McInnes, 176 Jefferson Avenue.
GRAND FORKS, N. D.	W. E. Black, Clifford Building.
GREAT FALLS, MONT.	Benj. Davies, Room 6, Dunn Block.
HARRISBURG, PA.	F. A. Harrison, 210 North 3rd Street.
INDIANAPOLIS, IND.	Geo. W. Aird, Room 215, Traction Terminal Building.
KANSAS CITY, MO.	Geo. A. Cook, 125 West Ninth Street.
MANCHESTER, N. H.	J. A. Laferriere, 1037 Elm Street.
MARQUETTE, MICH.	C. A. Laurier.
MILWAUKEE, WIS.	Geo. A. Hall, 123 Second Street.
OMAHA, NEP.	W. V. Bennett, Room 4, Bee Building, 220 17th Street.
PHILADELPHIA.	J. P. Jaffray, 1337 Walnut Street
PROVIDENCE, R. I.	Elzear Gingras, Room 29, 29 Weybosset Street.
SAGINAW, MICH.	Romauld Laurier, 222 Hoyt Avenue.
SPOKANE, WASH.	Jas. N. Grieve, Auditorium Building.
ST. PAUL, MINN.	R. A. Garrett, 315 Jackson Street.
SYRACUSE, N. Y.	J. S. Crawford, 301 East Genesee Street.
TOLEDO, OHIO.	W. S. Nethery, Room 413, Gardener Building.
WATERTOWN, S. D.	J. M. MacLachlan, P. O. Box 197.

SETTLERS' LETTERS, ALSO CUSTOMS REGULATIONS, QUARANTINE OF CATTLE, FREIGHT REGULATIONS AND FREIGHT RATES.

The World's Championship Wheat

Allan, Sask.

To the Grand Trunk Pacific Railway, Winnipeg, Man.

Dear Sirs:—I wish to thank you for your letter of congratulation upon my achievement of winning the First Prize, consisting of a \$1,250 separator presented by the Rumely Products Company at the International Dry Farming Congress, recently held at Tulsa, Oklahoma, open for competition to the world.

You will probably be interested in knowing that I was born on a farm in Michigan, and spent nineteen years of my life there. I then entered the business world expecting to find a pleasanter—more remunerative field of activity. Quite by chance I heard of the great development of the Western Provinces of the Dominion, and decided to come out and investigate for myself. I came here seven years ago and was amazed at the enterprise of the new towns and cities,

the great fields of grain, the magnificent soil, the healthful climate, the clear crisp air, in short I was agreeably surprised in everything.

I decided then and there to locate and share in the West's prosperity. I looked about for some time and secured a very good homestead (N. E. 28-32-1 W. 3), south of Allan, on the Grand Trunk Pacific Railway (at that time the tracks had not been laid). Our land, 320 acres, is a chocolate clay loam, and is very rich in plant food. It is of a splendid texture for tilling, not too sticky, neither too sandy, and holds the moisture well—is just rolling enough to afford good drainage.

I became interested in a new wheat, which the Government had produced by crossing Red Fife with an Indian wheat and called Marquis. I secured a small



**"The Corn Belt Creeping North."
Near Mirror, Alberta, Buffalo Lake District**

quantity from the Department and sowed it on new breaking, the product I threshed with a flail to avoid mixing. Each year thereafter I carefully selected good seed, and seeded it in good soil well worked, the result was a good sample of wheat. I hired men each year to cull out any heads or weeds not wanted.

I exhibited a sample of my Marquis at the Provincial Seed Fair, two years ago and was awarded the championship; my exhibit weighed $66\frac{1}{2}$ pounds to the bushel, which was the heaviest shown. In the Government milling test it scored second place in the Marquis class.

Last year I again showed some of my wheat at the Provincial Seed Fair and won second honors; the sample weighed sixty-six pounds, and won first place in the milling test in its class. At the Dry Farming Congress held at Tulsa, Oklahoma, recently, my wheat won the World's Championship, weighing seventy-one pounds and one ounce to the stricken bushel, which I believe constitutes a world's record.

In 1911, we had selected a bushel of the choicest kernels, and sowed them in our garden. This plot was carefully weeded over a dozen times to eliminate any undesirable types. We carefully threshed and recleaned this wheat, and



"I don't start anything in the Hot-Bed except some early Cabbage, Cauliflower, Tomatoes and Celery." Signed, Thos. Rider, Mirror, Alberta

sowed the product on a well tilled summer fallow, and from this field, which yielded thirty-five bushels per acre, was taken the world's prize wheat. I used one bushel of seed per acre.

To those not familiar with our clear air it may seem strange when I say that it is not difficult on a clear day to see the grain elevators of six different towns, from our door.

We can take the Grand Trunk Pacific train at Allan in the morning to Saskatoon thirty-one miles away, spend a pleasant day in that thriving city, and return home again the same evening. We have daily mail and rural telephone. We welcome good farmers—there is room for many more.

Very truly yours, PAUL GERLACH.

BEST COUNTRY FOR SMALL GRAINS, VEGETABLES AND ROOTS

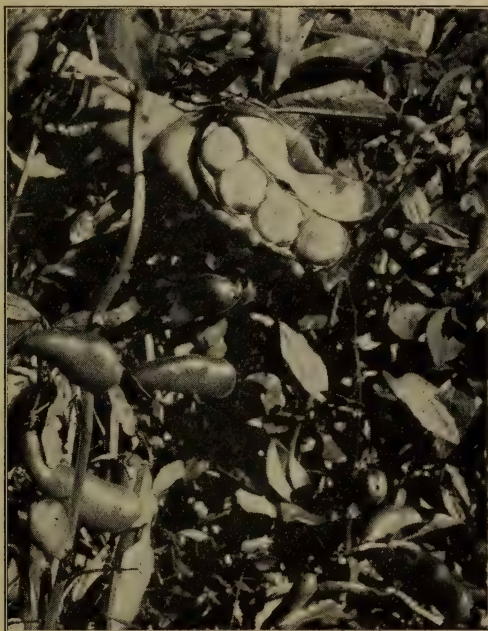
Mirror, Alta.

I came to this country seven years ago, after having farmed in Kansas and Oklahoma for twenty-one years, and say, this is the best country I have been in yet for small grains, vegetables and roots. They told me when coming here that I could not raise onions even, and corn was out of the question altogether, but I have not found any difficulty in raising the best of onions and all other vegetables and roots; also small fruits, such as strawberries and red and white currants. Have not tried anything else yet in the fruit line. With corn I have been very successful, having ripened the yellow corn "Eureka" that I got from McKenzie's, four years in succession, also the "Jehu" white cob corn and "Malakoff," sweet corns. I was also successful the past summer with "North Western Dent" corn, some of it maturing enough to make seed, and the first crop of fodder that I ever cut. We also had pumpkins sixty pounds apiece, vegetable marrows twenty-eight pounds apiece, and several varieties of squash in like proportion. I don't start anything in the hot bed except some early cabbage, cauliflower, tomatoes and celery.

I practice level and frequent cultivation with everything except potatoes and celery.

Yours truly, THOS. RIDER.

These results are produced on land which can be purchased at from \$16.00 to \$25.00 an acre, according to location. It is nearly all first-class.



Four to the Handful—Broad Beans Grown in Central Alberta,
on the Farm of Thos. Rider



Sheep Raising—Saskatchewan

STOCK RAISING AND MIXED FARMING IN ALBERTA

FERINTOSH, ALTA.

On arrival here I bought some cattle at \$27.00 a head and found that large profits could be made, as hay was plentiful, with good pasture in abundance. To-day the same cattle are worth from \$50 to \$75 per head, with a ready market at our door; in fact stock raising in all its branches pays handsome profits, as the winters are mild and stock winter without being stabled. For mixed farming, this district cannot be beaten, as we have gently rolling land with a deep black loam, and the subsoil is clay, with plenty of moisture and sunshine to make the crops grow and ripen. Wheat will average 30 bushels per acre, barley 40 and oats 60, with a ready market and good prices. Vegetables of all kinds grow in abundance. Dairying is also a profitable investment, as butter is a good price, and there is a ready market for cream at the Ferintosh Creamery. Land is selling from \$13 per acre up, and a man who is willing to work can soon earn a farm if he has not the ready money on hand to make a payment on a piece of land, as the wages are high for all labor. As we now have good roads, schools and telephone lines are at our service. I consider that with new markets opening up and with our railroads running all through the country we have a great future ahead of us, and as an agricultural district we are second to none.

I invite you all to come to Ferintosh on the G. T. P. Ry. and look over our district if you wish to locate.

JOHN H. LASSEN (Farmer.)

PEERS, ALTA.

I reached the last Mountain Valley May 1, 1903, with but very little, and after seven years of successful farming I sold my farm there in the fall of 1910, having cleared in that time over \$14,000.

Having left the farm with the intention of retiring from farming, my wife and I went back to the States, but did not like it as well as expected, so concluded we would retire on some more of the rich new land of Canada, and to that end I bought two South African warrants entitling us to 640 acres of land. After spending considerable time and money looking around, I decided to settle in Shining Bank, Alberta.

The whole country grows up with a great crop of prairie hay and vetch, sometimes waist high, which makes the best of hay as well as pasture. The soil is very rich. The first settlers came here one year ago, but some have crops in

this year. Barley, oats, potatoes and garden stuff are splendid and as fine as I ever saw grown. One neighbor broke some land last spring and sowed it with spring wheat; it got ripe and was cut before the frost; it is good for at least 25 bushels per acre.

The country is well watered with numerous springs and spring brooks. We are located 14 miles from Peers, a station on the main line of the G. T. P. R., 100 miles west of Edmonton. The Government has just completed a wagon road from here to that point. There are plenty of good homesteads to be had here yet.

Yours truly, J. K. TAYLOR.

This district is the best in which to homestead of any area in Western Canada served by a railroad.

SCOTT, SASK.

Starting from Ontario I came west to Manitoba, but the call of "further west" still had a hold on me and in the fall of 1907 I came here. In the spring of 1908 I went to breaking and in 1909 raised considerable crop, yielding me a clear profit of \$10.50 per acre, although all the work had been hired done.

In 1910 I bought stock and implements and farmed the land till the end of 1911, and having been in the contracting business for some time in the town of Scott, which had sprung up rapidly since the arrival of the Grand Trunk Pacific Railway, I decided to rent the homestead along with another 160 acres I had purchased. I rented on the crop share plan, and this year the land shows a gross revenue of about \$22.50 per acre. I receive one-third share, the remaining two-thirds going to the renters.

The prosperity visible in the town of Scott and the district surrounding it is, I think, ample proof of what the virgin soil of Saskatchewan can do.

Yours truly, ELGIN LANG.

SPRINGWATER, SASK.

You ask me how I started farming in Saskatchewan; here is the story in a nutshell:

I left the United States with my wife and three boys in March, 1907, having \$2,000 cash, 10 horses, 3 cows and 3 cars of settlers' effects.

We homesteaded 640 acres of land 150 miles southwest of Saskatoon, about 12 miles from the present Biggar, Calgary line of your railroad.



Sheep Bred at Manitoba Agricultural College

Boys and self now have 1,600 acres of land; 524 acres in crop and enough prepared land now to make over 1,000 acres of crop in spring of 1913.

I had an offer of \$35.00 an acre as it stood, but refused, being confident that this land will be worth \$50.00 per acre in two years.

We have a full set of machinery, binders, drills, 45 horse power engine plows and separators. Summer fallow looks like 40 to 45 bushels crop, and never better prospects for flax.

It is a splendid country for the rich and poor to get richer.

Yours truly, CHAS. F. TAYLOR & SONS.

HOLDEN, ALTA.

I will tell you what I think of this District and how I have succeeded. I came here in 1903 and homesteaded. After four years I bought another quarter and three years after that I bought four more quarter sections, making now in all 960 acres of land. I had six horses and six cows when I came here. I now have 65 horses, 35 head of cattle, 5 hogs. I have 75 acres in cultivation. I like the District. I have made \$25,000 since I came here. I would advise anybody to come here. I will answer all letters of inquiry about the District.

Yours very truly,

ANDREW B. NELSON.

VIKING, ALTA.

I came to this country from Middlesex County, Ontario, in April, 1902. I purchased section 31, township 48, range 12 north 4th, and also homesteaded. From my experience I am certain that a great future awaits this district as a mixed farming community, though a great grain-growing centre, as shown by exports as well as tests at our seed fairs, where wheat tested per measured bush as high as 67 pounds, oats 50½, barley 55. There are at present great numbers of live stock here—horses, cattle, hogs and sheep. We have several imported draft stallions, and several farmers are gathering what information is possible re the dual purpose, cow with a view to raising herds. These will not only furnish cream for our creamery, but also stock to feed. Large quantities of food are wasted annually when it might be used to raise beef cattle, which sell at a very high price. Stock can be fed out all winter at a great saving of labor, as well as of high-priced stables that must be built in provinces possessing less favorable climatic conditions. Land can yet be bought at from \$15.00 to \$20.00 per acre. I would strongly recommend this district to all industrious people desirous of making a new home.

Sincerely yours, WM. J. COLLISON.

SETTLERS' FREIGHT RATES

Low rates for Settlers' Effects apply from Eastern Canada and many United States points to Winnipeg and west.

The following is a summary of the Customs and Freight regulations:

CUSTOMS REGULATIONS

Item 705 of the Customs Tariff (1907), for free entry of Settlers' Effects reads as follows:

705. *Settlers' Effects*, viz.:—Wearing apparel, books, usual and reasonable household furniture, and other household effects, instruments and tools of trade, occupation or employment; guns, musical instruments, domestic sewing machines,

typewriters, bicycles, cars, wagons and other highway vehicles, agricultural implements and live stock for the farm, not to include live stock or articles for sale, or for use as a contractor's outfit, nor vehicles or implements moved by mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing, if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations prescribed by the Minister of Customs; provided that any dutiable article entered as Settlers' Effects may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A settler may bring into Canada, free of duty, live stock for the farm, on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada, and has brought them into Canada within one year after his first arrival, viz:

If horses only	are brought in,	16	allowed
If cattle	" " "	16	"
If sheep	" " "	160	"
If swine	" " "	160	"

If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed.

Duty is to be paid on the live stock in excess of the number above provided for.

For customs entry purposes a mare with a colt under six months old is to be reckoned as one animal; a cow with a calf under six months is also to be reckoned as one animal.

Cattle and other live stock imported into Canada are subject to Quarantine Regulations.

The settler will be required to take the following oath:

I,, do hereby solemnly make oath and say that all the goods and articles hereinbefore mentioned are to the best of my knowledge and belief entitled to free entry as Settlers' Effects under the tariff of duties of customs now in force, and that all of them have been actually owned by myself for at least six months before my removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise or for use in any manufacturing establishment, or as a contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated and described in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn to before me.....this.....day of.....191

Collector.....

FREIGHT REGULATIONS

1. Carloads of Settlers' Effects, within the meaning of the settlers' tariff, may be made up of the following described property for the benefit of actual settlers, viz.:—Live stock, any number up to, but not exceeding ten (10) head, all told, viz.:—Cattle, calves, sheep, hogs, mules, or horses; household goods and personal property (second-hand); wagons or other vehicles for personal use (second-hand), except automobiles, hearses, omnibuses or similar vehicles; farm machinery,

implements and tools (all second-hand); soft wood lumber (pine, hemlock, spruce or basswood only) and shingles not to exceed 2,500 feet in all, or the equivalent thereof; or in lieu of, not in addition to, the lumber and shingles, a portable house K. D., may be shipped; seed; small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers' Effects rates, however, will not apply on shipments of second-hand wagons, buggies, farm machinery, implements or tools, musical instruments, bicycles or sewing machines unless accompanied by household goods.

2. Should the allotted number of live stock be exceeded, the additional animals will be charged for at the less than carload livestock rate at estimated weights as per Canadian Freight Classification No. 16, supplements thereto or reissues thereof.

3. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water and care for them in transit. Agents will use the usual form of Live Stock Contract.

4. Less than carloads will be understood to mean only household goods (second-hand), wagons or other vehicles for personal use (second-hand) except automobiles, hearses, omnibuses or similar vehicles; and (second-hand) farm machinery, implements and tools. Less than carload lots must be plainly addressed. Minimum charge on any shipment will be 100 pounds at regular first-class rate.

5. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged at the regular classified tariff rates. Agents, both at loading and delivering stations, therefore, give attention to the prevention of the loading of the contraband articles and see that the actual weights are way-billed when carloads exceed 24,000 pounds on lines St. Paul and north thereof.

6. Top Loads.—Agents do not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

7. Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

8. The carload rates on Settlers' Effects apply on any shipment occupying a car weighing 24,000 pounds or less. If the carload weighs over 24,000 pounds the additional weight will be charged for. At St. Paul, Minn., and north thereof 24,000 pounds constitute a carload; between Chicago and St. Paul and Kansas City or Omaha and St. Paul a carload is 20,000 pounds. From Chicago and Kansas City north to St. Paul any amount over this will be charged extra. From points south and east of Chicago, in the United States, only five horses or heads of live stock are allowed in carloads; any over this will be charged extra; carload 12,000 pounds minimum.

9. Minimum charge on any shipment will be 100 pounds at first-class rate.

10. Freight charges on shipments of Settlers' Effects should be prepaid.

BRINGING LIVE STOCK INTO CANADA

The main difficulties encountered by the new settler are in connection with his live stock; and right here it will be said that most of these difficulties are overcome if the owner of live stock will take the trouble to ascertain the Canadian Quarantine Regulations, and be guided by them. They will be found printed below.

It will be noted that these Regulations require that all stock shall be inspected at a Port of Entry on the Canadian border. If the stock is in good condition, and is accompanied by certificates that certain tests have been fulfilled, there is no quarantine, **except for swine.**

The important point is, **get these certificates before you start.** Otherwise, the stock will be detained at port of entry, and will be subjected to the tests there, and may possibly be detained in quarantine, as set forth in the regulations. It is easy to get these certificates; inspectors of the Bureau of Animal Industry are located in every important centre.

The services of the inspector of the Bureau of Animal Industry are free; those of the veterinary you will have to pay for, but they are moderate, and are based on a scale approved by the government. No one else should be employed, because the signatures of unauthorized persons are not recognized by quarantine officials. If for any reason you cannot have your stock inspected before leaving home, on no account have it inspected until you reach the port of entry. Beware of parties who board your train en route and try to induce you to let them inspect your stock—for a fee. It is only waste of time.

QUARANTINE OF SETTLERS' CATTLE

Settlers' cattle must be inspected at the boundary. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Settlers' horses are admitted on inspection if accompanied by certificate mallein test signed by United States bureau inspector. If not so accompanied will be tested at boundary. Certificate from any others not accepted. Horses found to be afflicted with glanders within six months of entry are slaughtered without compensation. Sheep may be admitted subject to inspection at port of entry. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If diseased, to be slaughtered without compensation.

PUBLICATIONS

Booklets as follows are issued by the Grand Trunk Pacific: "Plateau and Valley Lands in Central British Columbia;" "Prince Rupert," pamphlet descriptive of the Pacific Coast terminus of the railway; "Grand Trunk Pacific," pamphlet containing a general sketch of the new Transcontinental Railway; "The Canadian Rockies," a beautifully illustrated booklet dealing with Jasper and Mount Robson Parks, in the Yellowhead Pass District; "Nibigami," a description of the lake country east of Winnipeg, Man., "The Minaki Inn." Copies may be obtained free from any representative of the Grand Trunk or Grand Trunk Pacific, or by writing to Mr. W. P. Hinton, Assistant Passenger Traffic Manager, Union Station, Winnipeg.

THE SETTLERS' TWELVE COMMANDMENTS

Wheat Raising in a Nutshell

By Permission of the Saskatoon Board of Trade

- (1) Break the land one to two inches deep; but as shallow as possible. Turn the sod right over so that the grassy side is lying flat down.
- (2) Breaking should be done before the end of June, and if possible by the middle of that month. *This is highly important*, as late breaking will not produce profitable crops.
- (3) All such early breaking should be back-set during the later summer after the sod has rotted. In back-setting, the sod is simply put back into its original position, the grassy side up, and about one to two inches of earth brought up with the plow to cover it. Disc and harrow immediately after back-setting.
- (4) Frequently, the newcomer does not arrive till late in June. In the case of breaking done late in June, plow DEEP,—say, four inches,—and DO NOT BACK-SET; but merely disc thoroughly, and then harrow. The more cultivation the better.
- (5) It is sometimes impossible to back-set extra-heavy land. In this case, the land should be treated as per FOURTH Commandment, whether it be early or late breaking.
- (6) In spring, harrow and sow as soon as the frost is out of the ground sufficiently to allow the seeder to go down the proper depth. Follow the seeder with a land packer, and the packer with a harrow. The use of the land packer will add at least five bushels per acre to the crop.
- (7) DEPTH TO SOW: Scrape back the surface of the ground with the hand so as to ascertain the depth of the moisture from the surface. Adjust the seeder so that it will sow in the top of the moisture,—not above it, nor deep into it; but just in the top of it.
- (8) SOW THE BEST, THOROUGHLY-CLEANED SEED OBTAINABLE, and nothing else. Pay for the BEST,—and get it.
- (9) After harvesting the first crop, the land should either be plowed, disced and packed in the Fall, or, where the soil is clean, the stubble may be burned off in the spring, the land disced without plowing, and a second crop sown, as per SIXTH Commandment.
- (10) Summer fallowing should start after the SECOND crop is taken off. Plow the summer fallow as soon as possible after seeding the other land you are cropping. NEVER leave this plowing till after June. Experience has proven that one early plowing is better than two. Weeds absorb much moisture. Keep down weeds by cultivation, and so conserve the moisture in your summer fallow. In the spring following, put in your crop as per SIXTH Commandment.
- (11) After cutting first crop from summer fallow, allow the land to lie till the following spring,—then, simply burn off the stubble, disc up the surface, and put in second crop as per SIXTH Commandment. This second crop, if so put in, should be almost as good as the first. Summer fallow land EVERY THIRD YEAR.
- (12) Sow a bushel-and-a-half on new breaking and on summer fallow; and a bushel-and-a-quarter on stubble. Before sowing, all seed should be treated for Smut.

During the early part of the present year the Grand Trunk Pacific Railway has been connected up from Winnipeg to Prince Rupert, the terminus on the Pacific Coast. West of the Rocky Mountains through Central British Columbia lies a country which has only become known within the last few years, and only to those hardy pioneers who have overcome every difficulty and established themselves in the new land ahead of the railroad.

Now, however, an easy and comfortable means of entering Central British Columbia is offered to all those who have made up their minds to make their homes there.

The country which is being opened up will afford splendid opportunities for every branch of agriculture, dairying and fruit culture. In addition to this the country is rich in almost every kind of minerals; many mines are being opened up, but there still remains huge tracts of country to be explored and prospected.

Pre-emption lands are now free in British Columbia and can be had upon terms only slightly different from those applying to homesteading in the Prairie Provinces.

The Grand Trunk Pacific Railway issue a booklet dealing with Central British Columbia—"Plateau and Valley Lands"—ask your nearest Grand Trunk agent for it, or write direct to

W. P. HINTON,

Assistant Passenger Traffic Manager, Winnipeg, Man.

LIST OF PRINCIPAL GRAND TRUNK RAILWAY SYSTEM AGENTS

Alexandria Bay, N. Y.	CORNWALL BROS.	Ticket Agents, Market Street
Battle Creek, Mich.	L. J. BUSH.	Passenger Agent, G. T. Ry. Station
Bay City, Mich.	GEO. W. WATSON	Passenger Agent, G. T. Ry. Station
Boston, Mass.	E. H. BOYNTON.	New England Passenger Agent, 256 Washington Street
Brookville, Ont.	J. H. FULFORD.	Ticket Agent, 8 Court House Avenue
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Montreal, Que.	J. QUINLAN.	District Passenger Agent, Bonaventure Station
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